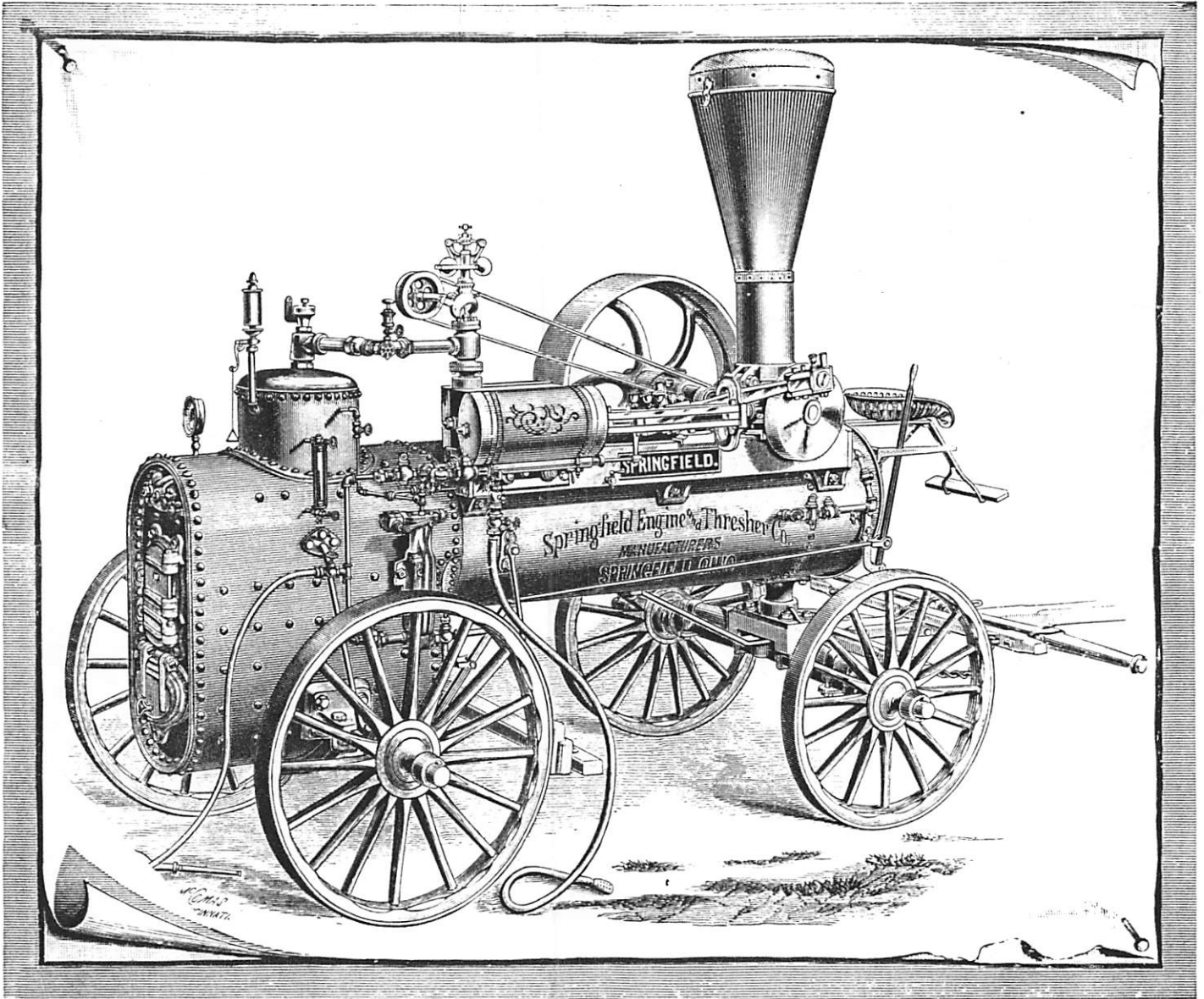


Springfield Engine &amp; Thresher Co., Springfield, Ohio.



*The Springfield Portable Engine.*—(Left hand view looking from the front.)

Cross-head, rod, guides, and all working parts are highly polished, so that they are perfectly smooth, and are not liable to cut like those used on ordinary farm engines.

We use a device for fitting the wrist-pin in crank plate which makes it absolutely true and positive. There is not the thousandth part of an inch variation. This is a good point, and one that a good engineer will appreciate.

Our axles are of wrought iron. The hind axle extends underneath the boiler.

The governor attached to the SPRINGFIELD ENGINE is of the best and most approved manufacture, and is always thoroughly tested by us before leaving our factory.

The steam joints are all scraped and ground, and made perfectly tight without the use of rubber or soft packing.

The cross-heads and guides are similar to those on first-class locomotive engines.

The crank pins, crank shafts, guides, valve connections and piston rod are made of the best cast steel.

The connecting rod is what is known as the locomotive style of rod, the best in use.

The steam chest is large and strong, and of equal capacity with the cylinder.

The piston packing is metallic rings so made as to require no attention from the engineer, only to see that it is properly lubricated.

The steam pipe, connecting the engine and boiler, is very short and direct. We take steam from the top of the dome, and the connections between dome and steam-chest are such as always insure dry steam, thus saving largely both fuel and water.

The boiler is made of the best charcoal hammered iron. (C. H. No. 1) for the shell, and the best flange iron for the